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CLASSIFICATION SECRET		25X1
COUNTRY <u>Germany (Soviet Zone)</u>	REPORT NO. <u>[redacted]</u>	25X1
TOPIC <u>Staaken Airfield</u>		
EVALUATION <u>see below</u>	PLACE OBTAINED <u>[redacted]</u>	25X1
DATE OF CONTENT <u>18 October to 12 November 1950</u>		
25X1 DATE OBTAINED <u>[redacted]</u>	DATE PREPARED <u>7 December 1950</u>	
25X1 REFERENCES <u>[redacted]</u>		
PAGES <u>2</u>	ENCLOSURES (NO. & TYPE) <u>1 - sketch on ditto</u>	
REMARKS <u>[redacted]</u>		
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1. About 2:30 p.m. on 23 October 1950, nine twin-engine transports with radial engines and their doors on the left side, apparently LI-2s, took off from the Staaken (N 53/2 65) airfield and headed east. (1) The planes took off in flights of three at intervals of 5 seconds between each plane and 12 seconds between the individual flights. They assembled over the field, then headed west and did not return the same day. Only three biplanes were parked in front of the closed hangars. No military activity was seen. The field seemed to be evacuated.

2. The radio station west of the field was occupied by two men. (2) A searchlight and a truck were nearby. New approach lamps were located between the radio station and the field. The color of the lamps could not be seen. (3)

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3. On 18 October, 25 single-engine, low-wing monoplanes with in-line engines and a machine gun which fired from the cockpit to the rear, three twin-engine, low-wing monoplanes with single rudder assemblies, and one biplane were parked in front of the hangars at the field. (4) The single-engine, low-wing monoplanes had red propeller hubs

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Between noon and 1:15 p.m., the single-engine, low-wing monoplanes took off in three flights and headed to the north. They were not seen returning to the field. The sky was overcast, a strong wind blew from the west, and it rained occasionally.

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4. On 19 October, only two twin-engine, low-wing monoplanes

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were parked in front of the closed hangars. Between 10 a.m. and 1:30 p.m. on 21 October, these planes made individual 20-minute flights at altitudes of between 300 and 500 meters.

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	No Change In Class. <input type="checkbox"/>	
	Class. Changed To: TS S C	
	Auth.: HR 70-28	
	Date: 19-7-78	By: <u>[redacted]</u>

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1977 from the Director of Central Intelligence to the Attorney General of the United States.

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5. At 2:20 p.m. on 23 October, three twin-engine, low-wing mono-planes [redacted] took off from the field and headed west. One single-engine, high-wing monoplane and two biplanes were parked at the field. After the single-engine low-wing monoplanes had left, there was little daylight flying and no night flying at the field. The searchlight at the field was no longer in operation.

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6. On 24 October, two twin-engine, low-wing monoplanes with red propeller hubs, [redacted] four biplanes with radial engines, and two single-engine, high-wing monoplanes were parked at the field. The planes made local flights between 2:40 and 4:40 p.m., in clear weather. A piece of radio equipment was on the roof of the flight control station on the southern edge of the field. (6)

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7. On 29 October, a twin-engine, low-wing monoplane [redacted] and a single-engine, high-wing monoplane with rigid landing gear were parked at the field. At 11:20 a.m., the twin-engine, low-wing monoplane took off and headed north. During the previous week there was little daylight flying and no night flying.

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8. On 19 October, a truck [redacted] seen at the field. A radio station was seen west of the field on 19 and 29 October. It consisted of four masts about 8 meters high, braced on all sides and the masts, six meters apart from one another, were arranged in a square around a wooden cabin with a tent. (2) A radio truck with a mast about 15 meters high next to it were about 20 meters from the radio station. A guardhouse was not far from the station.

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9. On 12 November, no aircraft or flights were seen at the field when passing by. The field seemed to be deserted. (7)

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Comments.

- (1) The aircraft are probably assigned to the air transport regiment. Doors on the left side indicate that the planes are not LI-2s but C-47 lend-lease planes.
- (2) The presence of the radio station, apparently an Adcock DF station, was previously reported and is confirmed [redacted] in paragraph 3.
- (3) For sketch of the arrangement of the approach lamps, see Annex.
- (4) The aircraft, 25 single-engine monoplanes, are II-10s. The ground attack regiment was apparently transferred to Justorbog on 18 October 1950.
- (5) [redacted]

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- (6) For sketch of piece of equipment station, see Annex. It is reported for the first time, and its use is unknown.
- (7) The air transport regiment is still believed to be stationed in Staaken.

1 Annex: 1 - sketch on ditto.

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